No Road in the World Like That Reins Built on Long Island-Planned Ultimately to Be 100 Miles Long-Not for Racing Only-First Section Concrete.

Ever since automobiling came into vogue in this country Americans have dreamed of the time when they would have a road upon which they might speed their cars at will, free from the dangers of grade railroad crossings, from careless drivers of horses and more especially from zealous country constables lying in wait with tin stop watches along measured stretches to nab any luckless motorist who might exceed the speed limit. This dream is fast becoming a reality, for construction work upon America's first exclusive automobile highway, the Long Island Motor Parkway, is now under way in Nassau county.

It is expected that about eleven miles of cement roadway will be completed in time to allow several weeks of practice by the drivers of racing cars that will compete in the elimination trial on October 10 select the American team for the Vanderbilt cup race on October 24. The elimination trial and the cup race are not to be run entirely on the parkway, but will be decided over a circuit of about tworsy-rive miles made up of the completed section of the parkway and parts of the public highways of Nassau county.

Not only will the Long Island Motor Parkway be the first exclusive road for automobiles ever built in this country but it is also the first undertaking of the kind in the world. The Brooklands automobile racing ocurse in England cannot be compared to it, as it is a circular track built, maintained and used solely and consent to a race for his cup unless the con-entirely as a raceccurse. On the contrary, test was held on a private road or over a cirthe Long Island Motor Parkway is destined to be an automobile highway, occasionally given over to racing, rather than a course devoted solely to speed events.

The idea of a special road or highway where automobiles could be driven at speed was first publicly broached at a dinner given on November 9, 1905, to Robert Lee Morrell of the Automobile Club of America who as chairman of the Vanderbilt cup commission had carried the second Vanderbilt cup race and the American elimina tion trial to a successful conclusion. Windor T. White, head of the firm that makes the White steam cars, then president of the National Association of Automobile Manufacturers and one of the speakers at the dinner, made the suggestion that such a road be built during a speech in which he narrated some of the difficulties attending the construction of a road racing oar in

He knew whereof he spoke, for his tirm had entered a steam racer in the Vanderbilt cup race that year. He told of the trouble his firm had had in trying out the car in the vicinity of the factory at Cleveland before it was taken to Long Island for the preliminary practice over the circuit on which the elimination trial and the Vanderbilt cup race took place. Employees of his concern had searched the State of Ohio for a stretch of road good enough to run a racing car over at speed. While there were a few stretches of good roads there was not one five miles long anywhere near Cleveland where the racer could be tried out without interference from police officers or country constables.

He expressed the conviction that the automobile manufacturers of the United States would never succeed in producing a car capable of winning a great inter-national road race until they had a road of their own upon which racing cars could be driven at will without danger of arrest.

The suggestion made by Mr. White was enthusiastically received by those present, among whom were Winthrop E. Scarritt, a former president of the Automobile Club of America; S. T. Davis, Jr., and A. L. Ritter, entrant and designer respectively of the Locomobile racer; Robert Graves, entrant of the Mercedes: George M. MacWilliam, entrant of the Darracq that won the Vanderbilt cup that year; E. Rand Hollander of the firm that entered the Fiat racers, André Massenat, entrant of the Panhard; E. E. Schwarzkopf, who acted as toestmaster; Alfred Reeves and Peter Fogarty. It was agreed that the idea was excellent, but the expense of construct-



A BIT OF THE COMPLETED ROAD.

pportunity they so greatly need of try ing out their products under true road onditions where there exist no speed reguations. Buyers of cars at the present time find it difficult to so test cirs as to know that their requirements have been complied with particular feature so appeals to engineers and designers of racing and touring cars as to call forth unanimous expressions of approval and support.

test was held on a private road or over a circuit guarded by troops.

The first meeting of those who were to become directors of the Long Island Motor Parkway was held at the Lawyers Club in this city on October 11, 1806. Those who were at this meeting and others held soon after included W. K. Vanderbilt, Jr., Dave Hennen Morris, August Belmont, W. G. McAdoo, Colgate Hovt, L. C. Weir, Commodore Frederick G. Bourne, H. K. Burras, Harry Payre Whitney, Clarence H. Mackay, Anton G. Hodenpyl, Ralph Peters, John Farson, Jefferson De Mont Thompson, Col John Jacob Astor, Dean Alvord, Mortimer L. Schiff and A. R. Pardington.

They decided to organize the Long Island Motor Parkway, Inc., and they became members of the board of directors, with the following additional members: B. F. Yoakum, H. B. Hollins, J. Adolph Mollenhauer, E. Rand Hollander and August Heckscher, all of this city; S. T. Davis, Jr., Bridgeport; Henry Ford, Detroit, and Edwin Ross Thomas, Buffalo. John Farson and Dave Hennen Morris have since resigned owing to press of other business. Roy A. Rainey was elected to succeed Mr. Farson. No successor to Mr. Morris has yet been elected.

W. K. Vanderbilt, Jr., was elected presi-Long Island, convenient as it is to New York city, is daily becoming more and more a place of year round residence by owners of motor cars. The scenery through which the Motor Parkway is to pass comprises level stretches, numerous hills, views of the Sound and ocean, passing lakes and many large estates. The Long Island Motor Parkway is a necessity. The use of the much frequented highways of the island by motorists has be-

come irksome and expensive.

All railroads and highways will be crosse above or below grade. These highways, crossing the island from north to south, will in time indoubtedly be improved and act as valuable feeders to the parkway, making it convenien for those who desire to ride daily to and from New York. Coincident with the completion the Blackwell's Island Bridge the city of New York is planning vast improvements to boulevard system of Queens borough Liberal speed ordinances are contemplated which will make high speed between Man hattan and points along the Motor Parkway

Owners of Long Island real estate are appre ciating the fact that their land values will be greatly increased, and are freely offering rights of way through their properties. The numerous golf, fishing, yachting and shooting clubs will be conveniently and speedily reached and car be more fully made use of by their members The local authorities of the fowns and villages through which the Motor Parkway will pass are cooperating to make possible its early com-pletion. It is believed that as soon as the rights of way have been acquired the work of construction can be completed within six months, which will make it possible to open the parkway in the fall of 1909.

The Parkway directors were disaprointed in their hope of being able to open the Parkway jast fail, as the matter of securing a continuous right of way proved to be much more difficult than had been expected. While miles and miles of right of way was freely offered without cost to the Parkway, there were a number of cornecting links that suddenly assumed previously undreamed of value in the eyes of the owners. Then the financial disturbance in this city made it difficult to get hold of ready money.

A. R. Pardington, who was chairman of the first Varderbilt cup commission in 1901 and is now second vice-president and

general manager of the Long Island Motor Parkway, gives the following details of the construction work on the Parkway:

"Many of the plans which we early formulated rave been executed to the letter. Our right of way is as was planned, 100 feet wide." Of the sixty miles, the length which we contemplate, we have already secured something over fifty miles. The gaps intervening are not consequential and will be closed within the very near future.

"As we first planned, every highway and railroad crossing is to be taken either show or below grade. At the present time we are constructing about twenty-six of these crossings. We have under contract and are now constructed with reenforced concrete abutments and steel spans of as nearly standard type and construction as possible.

"Variations of course, are demanded as the topography of the country indicates. After numerous tests of various types of road surface we decided upon and contracted with the Hassam Paving Company for a stretch about eleven miles long. So confident was this company of their ability to meet our demands that they obligated themselves to complete this eleven miles within a specified period. of time, and furthermore bonded themselves against maintenance on our part for a term of five years from the date of completion and turning over of the highway to the Parkway Company for the speciation, it would simply state that this road surface is a grouted concrete, using reenforcement of wire of a given mesh. The subsurface, drainage, grading, cuts and fills are all prepared by the Parkway Company, and turned over to the paving company ready for the application of their process.

"Stone of a given dimension, approximating about two inches, is laid to the depth of two and one-half inches, wested down and rolled. On top of this is laid the reenforcing of steel wire, a second layer of stone of smaller sive is laid on top of the wire, wetted down and rolled form—rich in cement—and rolled in; a sufficient number of applications of cement in this form is made unt

entire mass is securely bound and all interstices are filled by the grouting. Rolling is continued during the entire time of grouting.

"In order that the finish might not be too painful or tiresome to the eye a pigment of lamp black is used, varying as the conditions of scenery demand, so that in sections through the woods the road surface is lighter than on the open plains or in the open country, making the roadbed readily distinguishable at all times of the day and night.

"The work of construction on this road-bed was authorised by our construction

committee on May 11. On May 14 the Parkway Company began the work of clearing, grading and sub-surfacing. Durng the last week in June the paving company commenced to receive deliveries of broken stone from the Clinton Point stone quarries on the Hudson River, and at once began the work of construction, carrying the same to a point near each one of the bridges, which are also under construction by the Parkway Company. Immediately upon the completion of the bridges and the puddling and rolling of the fills the road surface will be continued on to and over each one of these bridges or crossings.

"Eleven mi es of this highway will be completed in time for the fourth race for the William K. Vanderbilt, Jr., cup, on October 10 of this year, this date having been set by the commission in charge of the race for the elimination and selection of the American cars to compete against the foreign cars which have been and are being entered. Provision has already been made for extending this highway at least sixteen miles during the spring and summer of 1909. In fact, the work of clearing, grading, filling, &c., will be prosecuted during the fall and winter of 1908 an i the soring of 1909, so that by May of next year the road surface, of whatever type map be determined, can be placed.

"In addition to the Hassam paving we are studying with great care the use of petroleum compound in connection with local material—Peekskill gravel, Georgia gravel, loam clay, &c. We are especially interested in and are giving all possible consideration to the type of road construction which packs the mass from the bottom up. This type of construction has many attractions for us, and as soon as we are assured of the fact that it will withstand the rigors of the Northern climate I am more than justified in saying its use will be undertaken.

"To-day we find the automobile owned not only by the man who resides in the chands of the farmer, the small shop-

not only by the man who resides in the city and uses it for pleasure but also in the hands of the farmer, the small shop-

the hands of the farmer, the small shop-keeper, the doctor, the travelling salesman, the clergyman and the undertaker, the result being that the general public is becoming educated to its use, and in fact learning to operate, care for and successfully handle this type of locomotion.

"The construction of the Long Island Motor Parkway has not been a work of simplicity and without complications. It is as revolutionary and unusual as was the construction of the first steam railroad, the first steamboat and the first trolley car line or the first telegraph or telephone line. We believe that the Long Island Motor Parkway, with its sixty miles of line. We believe that the Long Island Motor Parkway, with its sixty miles of length, reaching to the limits of the city of New York, is but the forerunner of other types of specialized highways, which in time will radiate from all the centres of population in this country."

HELD UP BY A POSTMASTER

DOWN SOUTH HUMOR AS A YAN-KEE DRUMMER FOUND IT.

Wanted a Letter and Wanted It Badly, but He Had to Wait Until the Bural Humorist Had Worn Himself Out and Read All the Newspapers and Postcards.

"Met up with a country postmaster the other day who-well, no. I won't say that I hankered to mix powdered glass in his hard cider. I won't say that because I've got to go back to that neighborhood again sooner or later, and I feel as if I've been spotted by enough country postmasters already," said a travelling salesman whose tours are all made in country districts.

"I covered that county in about five days, driving around from one general store to another in a buckboard that I hired in the county seat town. On the day before I finished the county I got a wire from my firm stating that a check covering my expense account had been mailed to me at the Punkville post office. Why the pinheads in charge of drummers' expense accounts for my firm had sent the check to Punkville instead of to the county seat town, only four miles away, I don't know, except that I'd dated an order from Punkville, which probably caused 'em to suppose that I had anchored in Punkville and made it my ecunty headquarters.

"So I had to drive out from the county seat town to Punkville on the morning of the day I was due to get the check. I was to take the 12:30 train out of the county seat town. I pulled into Punkville in my buckboard at 11:15. I'd been told that the mail was due there about that time, and I didn't have much margin to get my check and make the four mile return drive to catch the 12:30 train. So I was in a heap of a hurry and probably looked it. But it's a mistake looking like you're in a hurry almost anywhere in the country, but particularly in the country district south of Mason and Dixon's line, where this happened. If there's any one thing they take particular delight in down there it's sidetrackingbustling Yanks-especially drummers-who act as if they're in a rush.

"Punkville consists of the store in which the post office is located and the generally deserted blacksmith shop across the road therefrom. It's one of those post, offices not yet rigged with rural delivery, to which the farmers drive in to get their mailseed catalogues and the prize giving weeklies published in Maine-every once in a while when they happen to think of it and are not hayin' or choppin' fodder or harrowin' the forty or smokin' the hog

meat or doin' suthin' else.
"I hooked my horse to the hitching rail out in front and trudged into the store humbly enough. It was one of those stores that smell of salt mackerel, mildewed prunes, weary codfish and holdover cheese and with coal scuttles and gloves and sun bonnets and halters and such like all strung together overhead on wires or ridge ropes. Five or six one gallus wool hatters sat around on boxes and barrels. Two or three of them had staked themselves to good

of them had staked themselves to good cigars two for a nickel upon getting in and that added to the reek.

"I noticed 'em winking at each other when I stepped in. I looked like a howling dude to them, you see, because I wore a coat in the warm weather and had on a pair of russet shoes and such frivolous gear hence the winks.

"The restmeater was doing up a quarter

gear hence the winks.

"The postmaster was doing up a quarter of a pound of tea when I arrived. He was about 60 and he had whiskers in his ears and a wart on either side of his nose.

"Mornin', sir,' I said to him in my normally polite tone. "Mail in yet?"

"He didn't reply for about twenty seconds. He was too busy gazing me over, up and down over the tops of his specs.

"'Air yo' all int'usted in the Punkville mail, suh?' he caked me in a severe tone as much as to say that I was slamming in

mail, suh? he caked me in a severe tone as much as to say that I was slamming in and had no business there at all.

"I've got a check coming here by this morning's mail," I said to him.

"Oh yo' have?" said the postmaster.

"'Oh, yo' heve?' said the postmaster.
still severe in his tone. 'How d' yo' all
know yo' have?'
"Well, I knew that it wouldn't get me
anything if I told him that it was none of
his dadbinged hankypank yapperino bus!-

ness how I knew it, although I gure ached to tell him that and a lot more.

"Because I've, received advices to that effect, I said.

"Ain't no mail heah yit,' he chopped

out then.

"Expecting it directly?' I asked him.

"We all hain't much on the expec' aroun'
Punkville, suh,' replied the postmaster
wittily, winking at the one galluses clustered
around on the boxes and barrels, and I
could see their shoulders shaking over the
bostmaster's humor. I sat

could see their shoulders shaking over the postmaster's humor. I sat.

"Three or four minutes later a cart clattered up in front of the Punkville post office and a boy lugged in the leather mail hag. I was glad to see him. It looked as if I might make my train after all.

"The recommendant dismond the little hundle."

"If I might make my train after all.

"The postmaster dumped the little bundle of mail in the bottom of the seek on to the gummy floor back of the counter and then seating himself on an up ended nail keg he began leisurely to sort over the newspapers first. When he came to a newspaper addressed to himself he deliberately removed the wrapper from it and spread it out and scanned the headlines.

"Apothuk yearthquake out vonduk in

"'Anothuh vearthquake out yonduh in Californy-little oue this heah time.' he in formed the wool hatters outside the coun ter. Yo'-all cavn't tell me that the hul

into the sea one o' these heah days. Ah knows it will.'

"That started one of the wool hatters on the subject of earthquales in general. His view that San Francisco never would be without its regular daily earthquake provinciated an arrayment among all the precipitated an argument among all the rest of the one galluses, in which the post-master, leaning both hands on the counter and permitting the mail to kick around on the gumniv floor, took his due part. I began to feel some jumpy and pulled out

began to feel some jumpy and pulled out my watch.

"Far be it from me. Mister Postmaster.' I said to him, not sarcastically, you know, but just as polite as I knew how, 'to break into this exceedingly interesting exchange of views: but I've got a latter lying there on the floor in that bunch of mail and I've got to get a train four miles from here in just fifty minutes, and I sure would be greatly chilged to you if you'd——

"Look a-heah. Mistuh Man.' cut in the postmaster right then, crushingly, 'Ah wants yo' all tuh understan' that Ah'm runnin' this heah eeud o' th' Eryou-nited States Gov'ment, an' Ah'm a-runnin it on th' principle o' th' greatest good fo' th' greatest numbuh, as yo'-all's Abe Lincoln said concewheah, an' first come fust su'ved, suh. Jes' yo'-all keep yo' breeks on, an'

suh. Jes' yo'-all keep yo' breeks on, an' if they's any lettuh heah fo' yo'-all—an' i've on'y got yo' wo'd fo' that yit -yo'-all—al' i'll git it w'en yo' tun comes "The wool hatters shoulders shook again, as I could see cut of the tail of my eye, over their postmaster's rich repartee. What

their postmaster's rich repartee. What was the use? I sat again.

"After sorting over all the newspapers and folders and catalogues and such matter, and distributing them in the two or three tiers of boxes at the end of the counter, the postmaster picked up the packet of letters and postcards, which was tied around with a cord. He had a great search for his pocket knife with which to cut the cord. Then he turned the letters face downward and started

knife with which to cut the cord. Then he turned the letters face downward and started in to stame all of the envelopes on the back with the Punkville stamp before sorting them out. Slow work, that. He came upon a number of picture postcards, and he commented upon them to the one-galluses.

"'Heh, heh, heh!' he cackled, picking up one of the picture post cards and studying the seashore picture in colors printed on it. 'We all sho' is gittin' stylish down this heah wey—heah's a keahd from Zeb Mankin's gal at Asbuhy Pah's, addressed t' her paw. An' here's one like it fo' her maw. An' heah, picking up another picture postal and gazing at it intently, 'is one from lim Boyd's niece whut keeps house fo' him, from Bosting.

Ab sho' kayn't undustan' whit fo' anny-body from down this-uh-way wants t' go't' anny sich Yankee deestric' as Rosting. Ah sho' kayn't,' and the postmaster gave me a

of a simple control of the control of the side of the

anny sich Yankee deestric' as Bosting. Ah sho' kayn't.' and the postmaster gave me a shy, slanting gaze.

"It was plain that he was trying for a rise out of me in order to make another hit with the wool hatters; but nothing doing as to that with me. I was in too much of a hurry to get my letter with the check and duck out of there.

"After he'd'got all of the letters and cards date stamped and turned them over I recognized my letter in the bunch. It was the only official envelope in the bunch and the corner flap was slightly turned up, showing part of the firm name.

"There's my letter,' I imprudently said to the postmaster, pointing to the official envelope. 'If nothing stands in the way of such action now, would you mind letting me have it, so that I can make some kind of a stab at getting that train?

"Ain't nobody keepin' yo' all from gittin' no train, suh,' promptly replied the postmaster, to the manifest and intense delight of the one-galluses. 'Kayn't see that nobody's got no hawsuhs or chains on yo' all, suh,' and he began slowly to distribute the bundle of letters in the pigeonholes, walking up to the front window every once in a while to get a better light on the unfamiliar writing of some address or as may have been to read some postal card. My letter was down near the bottom of the pile and I began to despair.

"The postmaster was at the front window sorstching his whiskered ears over the address of some letter when a little bit of a sun bonneted girl from a neighboring farm trudged in. She had two dozen eggs in a basket and a list scrawled by her mother of the things wanted at the store in exchange for the eggs.

"How de do "Zenobee," the postmaster of the things wanted at the store in exchange for the eggs.

in a basket and a list scrawled by her mother of the things wanted at the store in exchange for the eggs.

"How de do "Zenobee," the postmaster greeted the child, returning from the window when he heard the patter of her bare feet. 'How's yo' maw? An' has that boil on yo' paw's neck come t'a haid yit, honey? Yo' all tell yo' paw that Ah say fo' him t' put some flaxseed poultices on that boil, yo' heah, Zenobee? Now, what yo' all goin t' tell yo' paw? Flaxseed poultices? That's it. Yo' all got it right. Now yo' tell him sho', heah me, Zenobee? "Then he picked up the pencil scribbled list of things that the child's mother wanted in exchange for the eggs.

"'H'm,' commented the postmaster. 'Yo maw sho' wants uh heap o' things fo' twenty-fo' aigs, Zenobee, she sho' do."

"I was afraid he was going to fix up the articles for Zenobee's maw then and there, but he didn't, He started back for the letters when there was a hall for him from out in the road. He walked around the counter and opened the screen door.

"Nuthin' fo' yo' all 's me'nin', Zeke, he said to the man in the wagon out in front. 'Whut yo' all expectin', a lettuh from Willium Jennin's Bryan? Heh, heh, heh! How's yo' oo'n ripenin', Zeke? Right smaht o' rain; hey? Yo' fo'ks all well? Flay, Zeke, Ah wish yo' all 'd send me some peaches. Hain't got ary peach fitten t' eat, nary peach.

"Then the postmaster returned behind the counter and got at the mail again. It was five minutes past 12, and there was then no chance in the world for me to make my train. He reached my letter about ten minutes later.

"Yo' say this heah lettuh's fo' yo'-all' he inquired of me, holding my letter out in front of him. 'What's yo'-all's name!' and the shoulders of the wool hatters shook once again in anticipation of some more fun with the Yank. I told the postmaster my name.

"That's th' name on this heah lettuh,' said the postmaster with obylous reluc-

once again in amorpation of some more fun with the Yank. I told the postmaster my name.

"That's th' name on this heah lettah,' said the postmaster with obvious reluctance,' but how do Ah know that this heah lettuh b'longs t' yo'-all? Know any body heah to identify yo'-all?

"Oh, I've sold goods to a lot of merchants in this county,' I said to him. But I can't—and I won't—drive eight or ten miles to drag one of them over here to identify me. You can let me have the letter or not, just as you please, or huri it to the dead letter office.

"I believe I was justified in feeling some sore around the neckpiece at that stage of it. My shortness, however, amused the postmaster mightly. I caught him winking with acute enjoyment at the one gallusse.

"Yo'-all jes' name some merchant white knows yo'-all,' he said to me, an' Ah'll 'phone him an' git yo' description.

"I swallowed a gulp of wrath and named a storekeeper in the county seat town to whom I had sold several bills of goods. He rang that merchant up and presently he was saying in the telephone:

whom I had sold several bills of goods. He rang that merchant up and presently he was saying in the telephone:

"H'lo. That yo' all, Dave? Hey, Dave, d'vo' all know a dipper-dapper little Yankee feller, claims t' be a drummer or somethin' by th' name o' Blank, says he's done sold yo' all goods—sansnow kin' of a proposition. by th' name o' Blank, says he's done sold yo' all goods—snappy kin' of a proposition, wears cute checked clo'es an' aboes 'thout no blackenin' on 'em an' a green necktie an' a straw hat 'ith a lot o' towellin' wrapped 'round it in folia an' talks hissy out o' his teeth an' acts in he's in a pow'ful hurry—whut's that? Yo' all know him, hey? All right, Dave. Jes' wanted tuh be sho', y' know. How's things? Heah yo' all's gom' t' run fo' road supuhvisoh. Hey? Sho' yo' all will git mah vote, Dave—yo' all an' Willum Jennin's Bryan,' and then the postmaster hung up the receiver and shot a look at the ond galluses to see if they'd caught it all. Their shoulders were stil shaking.

"Then he gave me my letter. It contained the check. But I had to wait six hours for another train and fight flies all the afternoon at the bum county seat hotel while waiting."

STATE OWNED RAILROADS. Forty-one Countries in Which the Experiment Is Being Made.

tate ownership of railroads is the subject of a report recently issued by a British commission. Forty-one countries are dealt with, the number being divided into four groups. .

The first group contains the countries which own and work a part or the whole of the railroad system: India, Canada, New South Wales, Queensland, South Australia, Tasmania, Victoria, Western Australia New Zealand, Cape Colony, Natal and the Transvaal and Orange River Colonies. Austria-Hungary, Belgium, Brazil, Bulgaria, Chile, Colombia, Costa Rica, Cuba, Denmark, France, the various States of the German Empire, Honduras, Italy, Japan, Norway, Portugal, Rumania, Russia, Se Siam, Sweden, Switzerland and Turkey,

The second group is composed of the countries where the State, while owning railroads, leasts them to private corporations. These are Newfoundland, ragua and the Netherlands. In Brasil and in Bulgaria the State works some of the

in Bulgaria the State works some of the railroads it owns, but leases others.

In the third group are the countries where the State has given assistance to roads which are in private ownership: Denmark, France, Greece, Luxemburg, Russia and Spain. In France, Greece and Spain concessions are given for these roads for a certain number of years and at the end of that time they pass into the hands of the State. In Norway some roads belong jointly to the State and the local authorities.

The fourth group is soarcely a group, since it consists of only one country. This is Guatemala, where the railroads which were built by the State were turned over to private ownership. Italy was at one time an example of this condition, but is not at present.

MOVING FLOWER GARDENS Are the Fifth Avenue Stages With the Summer Millnery on Top.

The Fifth avenue stages may often is these summer days suggest in appearance

great bouquets. The roof seats are now well patronized visitors who take to them as a conven

by regular travellers and by sightseeing visitors who take to them as a convenient and comfortable lofty perch from which to view the avenue to advantage, and sometimes there may be met a stage whose roof seats are filled with women. Such a stage may indeed look like more than a lauquet; with its roof completely filled with women in variegated costumes and wearing vari-colored hata it may look like a veritable flower garden carried high in the air and moving along the avenue on wheels.

HYDROPLANES SHOWED SPEED

QUEER FRENCH CRAFT MADE 40 KILOMETERS AN HOUR.

Boats Made to Skip Over the Surface Of. Not Through, the Water Exhibited During the Regatta Week at Cowes Features of the Yacht Racing Events

LONDON, Aug. 20 .- The last of the playgrounds of the London season is on salt water. On August 1, after the rush and stress of town entertainments, after the great races ending with Goodwood have come and gone, the rich world of London follows its royal leader and sails off to Cowes, on the beautiful Isle of Wight, for seven days of nautical pleasures.

Fifty-one weeks in the year Cowes is just a pretty little English seaport town. Then one morning it awakes and a transformation has taken place. The harbor is fille: with the fleet of pleasure craft.

There are American steam cruisers of thousands of tons and full rigged schooners There are racing craft of all sizes and rigs grea cutters with masts like forest trees, three masted schooners and little red wings. There are British cruising steamers varying in size from comfortable craft that can face the waves of the North Sea to little boats scarcely larger than steam launches which slip from port to port on calm days.

The royal yachts lie in the centre of the largest group of boats, and around them are the parade at Cowes. the towering masts of racing cracks. Outside all is the guard ship.

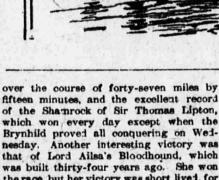
This year there were more boats than ever before. All the English world and a share of the American seem imbued with a desire to look on at the Cowes races or to enter into contests.

The most beautiful of the steam yachts was Morton Plant's Iolanda, fresh from the builder's hands. It is said to have cos \$650,000 and is fitted with every modern and beautiful appurtenance for yachts Mr. Plant has been so interested in this year's racing at Cowes that it is said he will join the twenty-three meter class next year and has already placed an order

with Herreshoff for a racer.

The fleet of racing yachts this season was such as never has been seen at Cowes since the old days when Britannia and Navahoe fought their battles, and it included Sir Thomas Lipton's Shamrock, the German Emperor's Meteor, Miles Kennedy's White Heather, Lord Iveagh's Cetonia and many others in the twenty-

three meter class. The most important events were the debut of the German built schooner Germania, which won the cup the German Emperor presents annually to the Royal Squadron Club, and also broke the record



the race and declared he would withdraw

from the contest unless the spectators were

kept off the course. After this race Mr.

Venderbilt declared he would never again

consent to a race for his cup unless the con-

No successor to Mr. Morns has yet been elected.

W. K. Vanderbilt, Jr., was elected president. Harry Payne, Whitney first vice-president, A. R. Pardington second vice-president and general manager and Jefferson De Mont Thompson trossurer. The capital was fixed at \$2,500,000 made up of \$500,000 in twenty-five year gold bonds of \$500 each, bearing interest at 4 per cent. and secured by a mortgage. \$1,000,000 in preferred stock in \$100 shares, bearing interest at 5 per cent.

in \$100 shares, bearing interest at 5 per cent. non-cumulative, and \$1.0 0,000 in common stock. A prospectus was issued which read in part as follows:

The Long Island Motor Parkway, Inc.

purpose of acquiring on Long Island a right

miles long. Beginning at a point near the city line of Greater New York, the parkway

will have its eastern terminus near the shor

of Peconic Bay, Suffolk county. On this right of way there will be constructed an

protect users. It is proposed to charge for the use of this parkway and establish rea-

The revenues from this and other sources are conservatively estimated to more than

pay all fixed charges known and estimated. The sources of revenue are as follows:

A-Charges on an annual, semi-annual,

quarterly, monthly, weekly, daily and hourly

spaces, &c., in connection with events simils

to the race for the William K. Vanderbilt,

D-Match races, economy tests, non-stop runs, twenty-four hour contests, &c.

will afford manufacturers, agents and others

Jr., cup. C—Testing of cars by manufacturers.

The Long Island Motor Parkway,

automobile parkway, properly fenced

sonable regulations as to its use.

of the Shamrock of Sir Thomas Lipton, which won every day except when the Brynhild proved all conquering on Wednesday. that of Lord Ailsa's Bloodhound, which was built thirty-four years ago. She won the race, but her victory was short lived, for the weather subsequently was too much for her, and soon after the start she went down and now lies a sorry wreck just of

A decided novelty was the appearance of two hydroplanes which were manned by the Le Las brothers. These little vessels look like fresh water punts of twelve or thirteen feet, decked forward and aft, having some machinery installed on their floor amidships and two bucket seats, one in

front of the other. There are two rudders astern, at the extreme points port and starboard, and after that a propeller, which instead o projecting in a horizontal line thrusts itself downward into the sea at an angle of about seventy-five degrees with the line of the

hottom. These are not the first hydroplanes eve constructed, but to Claude Le Las and his brother Maurice may be given the credit of having achieved a greater practical success than any of their predecestors. The principle that they follow is that o a ricochet shot, touching the sarface of the sea obliquely, a principle obviously identical with the familiar ducks and drakes of boyhood, the game in which flat stones are made t skip over the water.

For a vessel to gli is over the water rather than through it a flat bottom, remarkable lightness and the largest available propulsive power must be sought in combina-tion. The bottom of the hydroplanes is the one you thought of first."

really slightly concave on the under side. The sides are of thin wood. The bow and stern are covered with oiled canvas and the imprisoned air gives great buoyancy. On the one side of the little cockpit amidships is a petrol tank and on the other a

THE HYDROPLANES AT COWES.

ployed is a 12 horse-power Anzani, which works directly on the shaft without any clutch. The weight is only 400 pounds, and the draught is light. The hydroplanes outpaced the boats with considerable ease and were capable of forty kilometers an hour. The most noticeable feature about their travelling was that when in motion they were

tank for lubricating oil. The motor em

clear of the water for fully half the length of their bottom and they seemed to proceed by sheer leaps.

An interesting development of the yacht races was that a number of women raced their own boats. The Duchess of Westminster, Lady Londonderry, Mrs. Derek Keppel, Lady Betty Keppel and Lady Con-stance Putler were all faithful sailors and

won in some of the contests. The King, recompenied by the Queen Victoria, and sometimes the Prince of Wales and Prince Edward of Wales, boarded several of the ships in har bor. The whole royal party spent an afternoon on the Indomitable, the battleship cruiser which is the last word in naval design. After her record breaking trip across the Atlantic to Cowes the King was most anxious to inspect her, and as soon as she was put in order the royal party oruised around the island on her.

From Harper's Weekly. "What is a synonym, dad?"

Too True.

AN EDITION OF A MILLION. New York Telephone Directory Largest in the World. An edition of 1,000,000 copies! It is

enough to make the writer of the best of best sellers turn green with envy. And this edition is not the event of a century, but is repeated at least twice a year.

The book which has so enormous a circulation is the telephone directory of the city of New York. There are now in the city and

its immediate suburbs 450,000 telephones This summediate suburbs 450,000 telephones. This summer's edition of the directory weighed 2,000 tons.

In 1879 the directory consisted of 252 names printed on a small card. Last February's book was almost a foot square, had over 500 pages and weighed more than three pounds.

reary's pook was almost a foot square, and over 800 pages and weighed more than three pounds.

The telephone companies maintain a special directory department, where twenty expert copy makers are constantly employed under the supervision of the directory manager. To this department daily reports of all new and changed names for the directory are sorwarded, and from these reports copy is made for the printer. This copy is forwarded every day, and a small supplementary list of talephone directory changes, called the addendum, is printed each day and burnished to all the central offices throughout the territory, in order that information desis of the central offices may have the latest directory information.

The distribution of the edition of telephone directories te subscribers is another big job and requires a scall army of men. In lianhattan and The Bronx alone some soo men, with twenty trucks and a large number of small delivery wagons, are employed doing delivery work.

The method is to ship the books in quantity to various points throughout the city. From these points the men carry out the books so subscribers, leaving new directories and collecting the old. In the suburban sections the directories are delivered by means of delivery wagons, of which about a hundred are in use during the directory distribution period.

TAFTS OF AWAY BACK. The Judge's Own Father Said They Were Not Much in Politics. The Tafte-those who at present are

the Tafts-hail ancestrally from Uxbridge. Mass. They say that Tafts are so thick in Uxbridge that even a woman can't throw a stone there without hitting one.

Some years ago-in 1874, to be exactthere was a Taft reunion in Uxbridge to which descendants of the original Robert Taft came flooking from all parts of the country. One of the conspicuous features of the affair was an historical address by Alphonso Taft, father of the present Republican candidate. He traced the history of various branches of the family, and when he came to the one to which he and his

children belonged he said:

"Our family have not embarked much upon national politics, except that they have shared in the battles of the country when national independence was to be won and also when the Union was at stake. But brilliant political careers have not been characteristic of the Tafts in the past. It is not safe to say what may be in store for them. There is a tide in the affairs of men and also of families."

This is taken from the account of the reunion published at the time. Alphonso Taft would perhaps have been somewhat dazzled if he could have foreseen how quickly and brilliantly the family would proceed to "embark upon national politics." He himself started the turn of the tide which he predicted. It seems to be reaching its flood in the career of the son who that year was entering Yale.

As Alphonso Taft described his immediate ancestors one sees where his eon got certain characteristics. Peter Taft (1715) was a large, good looking man of magnanimous disposition." He had four sons.

Aaron, the candidate's ancestor, was also so magnanimous that he lost money by indorsing a friend's notes; he was a man "of great intelligence and integrity." And then, going somewhat further back, there was Capt. William Taft, who took Biarney Castle in the sixteenth century "by blarney quite as much as by military prowess." Good stock was Capt. William from which to make a twentieth century Secretary of War William. children belonged he said:

GIRL IN THE RIDING HABIT. And the Impression She Made on the Four Grimy Calabrians.

Only the other day a girl in a riding habit

l, Only the other day a girl in a riding habit got into a subway train. It was a habit made of white duck, with the skirt exaggeratedly short.

The huge hat of straw and the general getup were striking even to those persons who are used to young American women and their sartorial eccentricities. Here is where Calabrian comea in.

Across the car were four Italian laborers, dirty, grimy and dishevelled. How they looked at that girl, and the things they said to one another!

Sometimes it's too bad not to have a working knowledge of the Calabrian dia-